

# CHANGE REQUEST COVER SHEET

**Change Request Number:** 12-108

**Date Received:** 9/17/2012

**Title:** Update to IOA Policy

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**Policy OR Guidance:** Policy

**Section/Text Location Affected:** Section 4.5

**Summary of Change:** Update organization names based on ATO reorganization and use the term solution

**Reason for Change:** In response to FAA reorganization and to be consistent with AMS terminology

**Development, Review, and/or Concurrence:** AJI-3

**Target Audience:** Acquisition workforce

**Potential Links within FAST for the Change:** None

**Briefing Planned:** No

**ASAG Responsibilities:** None

**Potential Links within FAST for the Change:** None

**Links for New/Modified Forms (or) Documents (LINK 1)**

**Links for New/Modified Forms (or) Documents (LINK 2)**

**Links for New/Modified Forms (or) Documents (LINK 3)**

## SECTIONS EDITED:

Acquisition Management Policy:

**Section 4.5 : Independent Operational Assessment** [\[Old Content\]](#)[\[New Content\]](#) [\[RedLine Content\]](#)

## SECTIONS EDITED:

### **Section 4.5 : Independent Operational Assessment**

**Old Content:** Acquisition Management Policy:

#### **Section 4.5 : Independent Operational Assessment**

The FAA is committed to verifying that new systems are operationally effective, suitable, and safe before deployment. The Chief Operating Officer, through the Vice President for Safety, designates investment programs on which to conduct independent operational assessment. The decision to designate a program for independent operational assessment is based on such factors as complexity, operational criticality, lifecycle cost, interoperability, and safety risk.

During the early stage of solution implementation, the Office of Independent Safety Assessment identifies potential operational and safety risks and communicates them to the service organization. Once service organization test activities are complete, the Vice President of the service organization will declare in writing to the Vice President of Office of Safety, via the Independent Operational Assessment Readiness Declaration, the readiness of the system to enter independent operational assessment. Independent operational assessment provides decision-makers with an independent determination of operational readiness in support of the production and in-service decisions.

**New Content:** Acquisition Management Policy:

#### **Section 4.5 : Independent Operational Assessment**

The FAA is committed to verifying that new solutions are operationally effective, suitable, and safe before deployment. The Chief Operating Officer, through the Vice President for Safety and Technical Training, designates solutions on which to conduct independent operational assessment. The decision to designate a solution for independent operational assessment is based on such factors as complexity, operational criticality, lifecycle cost, interoperability, and safety risk.

During the early stage of solution implementation, the Independent Safety Assessment Team identifies potential operational and safety risks and communicates them to the acquisition organization. Once acquisition test activities are complete, the Vice President of the acquisition organization will declare in writing to the Vice President of Office of Safety and Technical Training, via the Independent Operational Assessment Readiness Declaration, the readiness of the solution to enter independent operational assessment. Independent operational assessment provides decision-makers with an independent determination of operational readiness in support of production and in-service decisions.

**Red Line Content: Acquisition Management Policy:  
Section 4.5 : Independent Operational Assessment**

The FAA is committed to verifying that new ~~systems~~solutions are operationally effective, suitable, and safe before deployment. The Chief Operating Officer, through the Vice President for Safety, ~~designates~~and investmentTechnical Training, ~~programs~~designates solutions on which to conduct independent operational assessment. The decision to designate a ~~program~~solution for independent operational assessment is based on such factors as complexity, operational criticality, lifecycle cost, interoperability, and safety risk.

During the early stage of solution implementation, the ~~Office of~~ Independent Safety Assessment Team identifies potential operational and safety risks and communicates them to the ~~service~~acquisition organization. Once ~~service organization~~ acquisition test activities are complete, the Vice President of the ~~service~~acquisition organization will declare in writing to the Vice President of Office of Safety and Technical Training, via the Independent Operational Assessment Readiness Declaration, the readiness of the ~~system~~solution to enter independent operational assessment. Independent operational assessment provides decision-makers with an independent determination of operational readiness in support of ~~the~~ production and in-service decisions.

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